

Appeals.—Appeals lodged during the year totalled 56, of which 37 related to goods services, including ancillary users, and 19 to passenger services.

The following details are given regarding the appeals in respect of passenger and goods services, including appeals brought forward from the previous year :—

District.	Carried Forward from Previous Report.	Lodged during Current Year.	Appeals withdrawn.	Licensing Authority's Decision upheld.	Decision modified.	Decision reversed.	Referred back.	Under Action.
GOODS-SERVICES.								
No. 1 ..	19	7	4	12	2	..	3	5
No. 2 ..	22	6	4	13	6	2	..	3
No. 3 ..	13	17	7	1	1	4	3	14
No. 4 ..	22	7	7	12	2	1	1	6
Totals ..	76	37	22	38	11	7	7	28
PASSENGER-SERVICES.								
No. 1 ..	3	4	2	3	..	..	1	1
No. 2 ..	1	3	..	1	..	..	..	3
No. 3 ..	..	8	..	..	..	1	..	7
No. 4 ..	3	1	..	..	..	..	3	1
Metropolitan ..	..	3	..	..	..	..	..	3
Totals ..	7	19	2	4	..	1	4	15

7. COMMERCIAL AIR SERVICES.

For the year 1941 the commercial air services covered 837,000 miles and carried 41,482 passengers, 164,000 lb. of mail, and 206,000 lb. of freight.

8. CHANGES IN TRANSPORT LAW IN NEW ZEALAND.

The following are the principal enactments passed during the year ending 31st March, 1942 :—

(1) Statutes.

Statutes Amendment Act, 1941.—Sections 82 to 86 provide for the appointment of an Appeal Authority in place of the Hon. the Minister of Transport owing to the latter becoming also Minister of Railways. The Hon. Sir Francis Vernon Frazer has since been appointed Appeal Authority under the powers given by this legislation. Section 87 authorizes the issue of regulations relating to the compulsory membership of transport organizations by licensees.

(2) Regulations and General Orders (other than those revoked).

His Majesty's Forces (Motor-cyclists) Suspension Order 1941 (Serial No. 1941/68).—This Order waives the provisions of the Motor-drivers Regulations 1940 relating to learner drivers when those drivers are members of the armed forces.

Heavy Motor-vehicle Emergency Regulations 1941 (Serial No. 1941/78).—These contain concessions relating to heavy traffic and heavy traffic fees relative to vehicles used for the purposes of the Army, E.P.S., &c., and trucks impressed for the Army.

Motor-drivers Emergency Regulations 1941 (Serial No. 1941/126).—These have the effect of suspending the provision whereby motorists had to undergo a driving test if the respective driving license had expired for more than three months.

Transport Legislation Suspension Order 1941 (Serial No. 1941/140).—This provides for exemption from annual license fees in the case of certain tractors, and trailers drawn by tractors, used for fertilizer haulage by farmers.

Transport Organization Membership Regulations 1941 (Serial No. 1941/224).—These regulations follow the legislation referred to above, and provide for the taking of polls of licensees relating to compulsory membership of transport organizations.

Transport Legislation Suspension Order 1941 (No. 3), (Serial No. 1941/262).—This order contains various concessions in licensing provisions, third-party insurance, &c., relating to motor-vehicles used for the purposes of the Home Guard or Emergency Reserve Corp.

Transport Licenses Emergency Regulations 1942 (Serial No. 1942/43).—These regulations safeguard the licenses of those licensees who are serving with the armed forces. The regulations also provide that transport licenses will, unless sooner revoked, remain in force for the duration of the war, thus avoiding the necessity of their renewal from time to time.

Stock Transport Emergency Regulations 1942 (Serial No. 1942/62).—These regulations contain provisions relating to the control of the transport of live-stock by road, whether under transport license or otherwise.

Taxicab Emergency Regulations 1942 (Serial No. 1942/91).—These regulations contain provisions relating to the "doubling-up" of hirers of taxicabs.

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